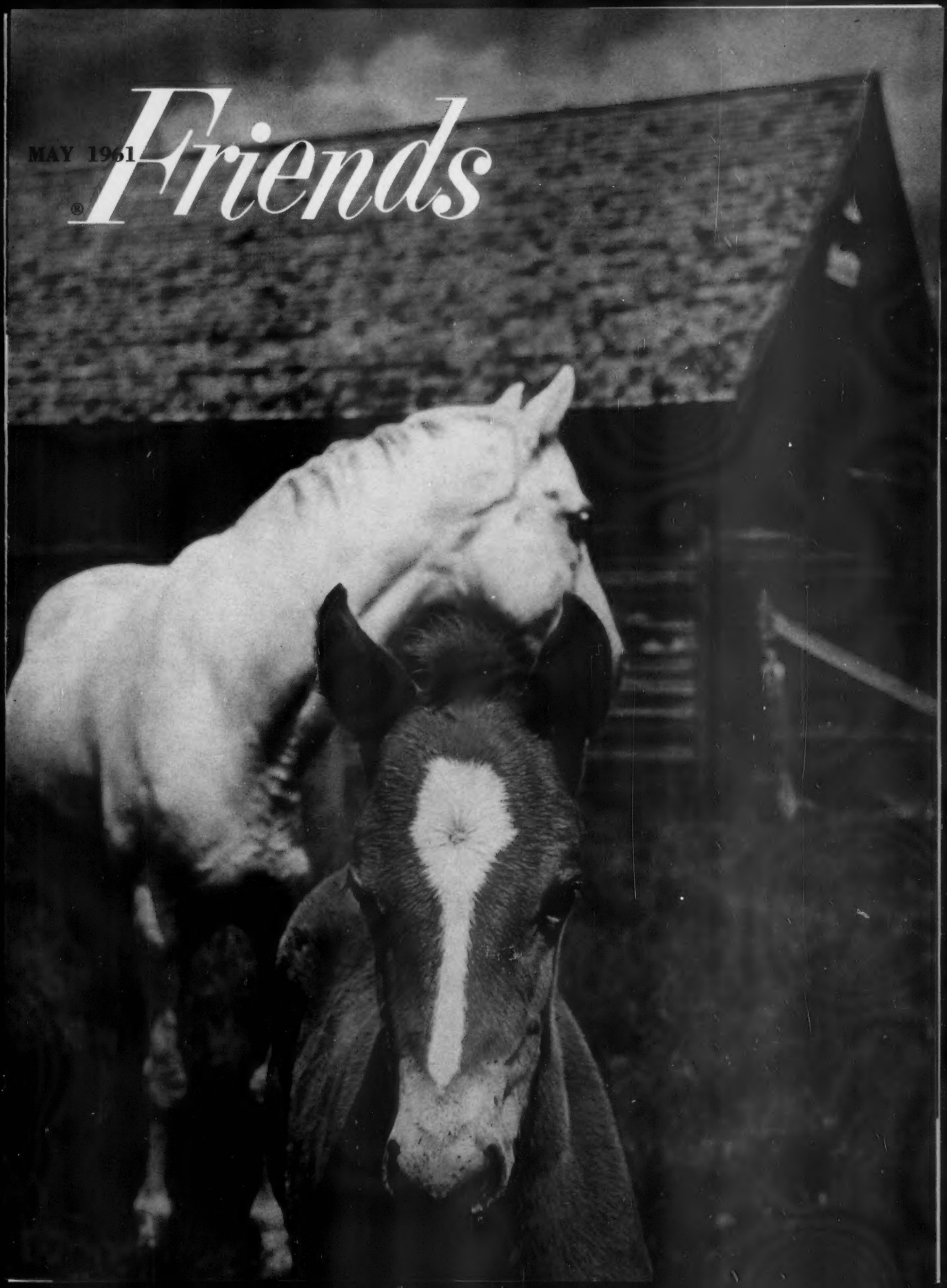
MAY 1961

Friends



Yawning kitten has a bad attack of the dreaded fever—an indication that even the very young are never safe from its fearful onslaught.

Ho-Hum

Fishermen frequently succumb to the creeping sickness.

Prescription for treating "feverish feet"—dunk them in the nearest stream.

Students are in the age group most susceptible to the seasonal infection, and deserve (but seldom get) maximum sympathy from their teachers.

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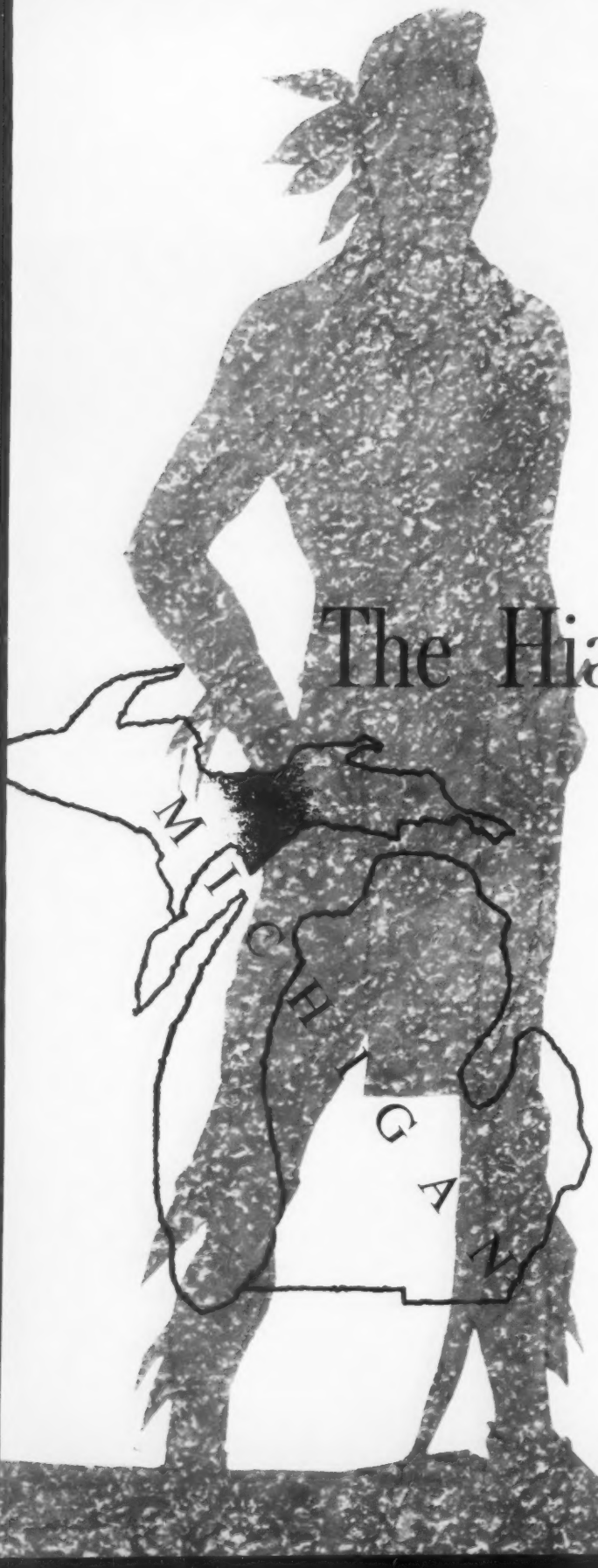
Loafing can be made almost enjoyable when it is done in the company of friends.

—It's Spring Again

The symptoms are unmistakable—persistent drowsiness, lingering daydreams, uncontrollable yawns, the urge to stretch, slump, then stretch again—and they all add up to one diagnosis: There's an epidemic of spring fever in the land. And, since there is no cure for the malady, our advice is to relax, take it easy, and let the fever run its course

Let sleeping dogs lie, and dozing horses stand.



"To a pond of quiet water." Michigan's Upper Peninsula is dotted with small lakes and spring-fed streams, with tamarack and cedar swamps where the friendly beaver, muskrat and otter of the poem lived. In the eastern part of the peninsula is "Hiawatha's river," the Taquamenow (now the Tahquamenon), which winds through a tangled wilderness.

The Hiawatha Country

The Upper Peninsula of Michigan is the land of Hiawatha, the Indian warrior-hero of Henry W. Longfellow's classic poem. Although Hiawatha's adventures as related by the poet are imaginary—based on legends and fables and filled with feats of magic and age-old superstitions—there was a real Hiawatha, who lived centuries ago in this region of tall forests, sparkling blue lakes and winding rivers. While northern Michigan is no longer the happy hunting ground of the Chippewas and Ojibways, it's easy for visitors in the area today to feel the Hiawatha atmosphere. Towns bear Indian names—Negaunee, Pequaming, Quinnesec, Escanaba and Ishpeming, for example. Highways take motorists to many scenes of rugged beauty that bring lines of the poem to mind: "In the solitary forest . . . Through the woodland and the meadow . . . Where singing onward rush the rivers." (A reminder of the Indian hero is pictured above, the Hiawatha National Forest Monument, built of stones and shaped like a tepee, on State Highway 28, near Forest Lake.) In recent years the Hiawatha country has become a popular vacationland, luring sportsmen and outdoor lovers, for there are still many thousands of acres of forests; deer, bear and other wild animals roam the ridges and swamps; the rivers teem with game fish, and Lake Superior's shores are cooled by northern breezes.

"Sparkling, flashing in the sunshine." Charming little cascades where Hiawatha may have paused for a refreshing drink are found everywhere—there are more than 150 waterfalls of crystal-clear streams in the Upper Peninsula. Some of them can be seen from the highway, others are reached by woodland footpaths off the road. Pictured here is Scott Falls, on the Au Train River.

"Through the leafy woods he wandered." Forests of maple, birch, pine, spruce and balsam cover large sections of the region, although the dense timber stands that once covered the Upper Peninsula are gone. Secluded wilderness areas like those where Hiawatha stalked game—ideal for camping, hiking, fishing and hunting—are easily accessible by good roads.

"To the pictured rocks of sandstone." The brilliantly colored cliffs of the Pictured Rocks line the Lake Superior shore near the town of Munising. They tower as high as 200 feet, with caverns sculptured by water and wind that resound with the roaring of waves. Old-time Indians regarded the caves with fear and believed that they housed evil spirits and the gods of thunder and lightning.

"On the shores of Gitche Gumee, by the shining big-sea-water." Lake Superior's southern shore was the place where "stood the wigwam of Nokomis," Hiawatha's grandmother, who raised the boy and taught him woodcraft and canoeing. The long coastline of the lake varies from rocky wooded headlands to sweeping stretches of sand beach.

(1) Player carries too many clubs in his bag (maximum number is 14) and error is discovered by opponent. The penalty is:

a. Loss of the match.
b. Two strokes for each hole played.
c. A tongue-lashing but no penalty.

Are You Up

(4) An over-anxious player hits his ball before his more-distant opponent. For this breach of manners, he:

a. Takes a penalty stroke.
b. Suffers no penalty but plays again.
c. Takes no penalty and plays the ball.

(5) Caddy lifts a ball on the fairway for the purpose of identification. This deed results in his player:

a. Losing two strokes.
b. Gaining an extra ball.
c. Continuing play without penalty.

(2) A divot in the line of a putt can ruin the chance for a par. If a player repairs the damage to the putting green, he:

a. Is penalized two strokes.
b. Takes one stroke penalty.
c. Suffers no penalty.

(3) If a player's ball hits the flagstick while it is attended by a caddy, the player can "blow his top" and:

a. Fire his caddy.
b. Take two strokes and play the ball.
c. Shoot over again, with no penalty.

To Par On Golf Rules?

The next time your golfing companion pulls a book of rules on you, claiming that you have violated a precept of play, you should have the satisfaction of knowing that you are in good company—several golf champions have "gone up" on their rules in recent matches pictured on TV or described in print. The champs won't make the same mistake twice. But unless you are aware of your errors and are familiar with the rules of the game, you might find yourself embroiled in a series of legal hassles on the green this summer. For example, do you know the penalty for hitting a ball out of bounds? (According to the 1961 rule, you lose two strokes for the bad shot, and you must hit again from the spot where you struck the ball. The pros call it a "stroke and distance" penalty.) To test your knowledge of some rules of the game, FRIENDS puts you on the course with some multiple-choice situations and asks if you can determine the penalty for the situation pictured. (The answers, which are listed at the top of page 31, apply only to stroke play.)

(6) Your drive lands in the rough and you remove the loose impediment covering the ball before you play. By so doing, you:

a. Take a two-stroke penalty.
b. Suffer no penalty.
c. Lose one stroke.

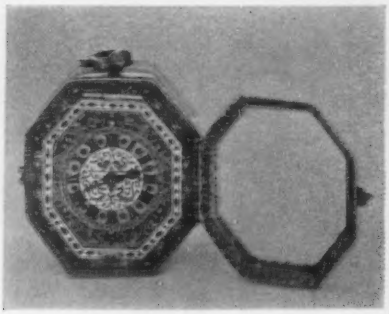
(7) You have the misfortune to see your ball land in a trap. If you press down the sand with your club before playing a stroke:

a. You are whacked two extra strokes.
b. You suffer no penalty.
c. You are penalized one stroke.

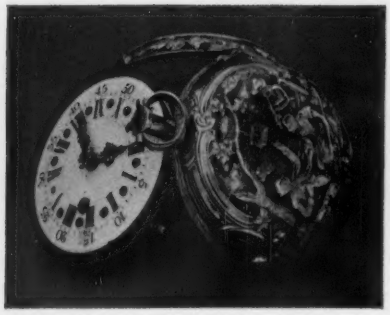
(8) When ball is lifted under a rule, you face hole and drop ball behind you over a shoulder. Dropping ball any other way means:

a. You play the drop as it lies.
b. You are penalized a stroke.
c. You add two extra strokes.

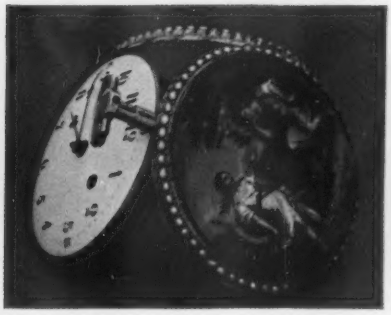
Fancy English Dentan storybook watch is ideal for the office clock watcher—not only does it tell time, but it presents a picture-story when the stem is depressed. Just below 12 o'clock is an opening through which the pictures are shown. This watch, which dates from approximately 1650, has two cases—an outer covering fashioned from tortoise shell and an inner case made of fine silver.



Fine workmanship and design prevailed in Europe in 1675, when Etienne Dominice designed this handsome German Berg glass timepiece. The watch case has an enameled lace inlay, and the face is of bird and floral enameled design.



This masterpiece was designed in 1735 by Julien LeRoy, watchmaker for King Louis XV. It rings time to the closest quarter-hour when the stem is depressed. The case is chased gold; dial and hands are decorated with rose-cut diamonds.



This elegant timepiece is similar to a watch that Napoleon is believed to have presented to Josephine. Designed by Bourret of Paris, the watch is encircled with pearls, and there's colorful enameling decorating the back of the gold case.

1890 Automata (its maker is unknown) doubles as a stop watch, with a sweep second hand on the dial. At the closest quarter-hour, two small figures, known as "jacks," ring out the time, thus keeping the wearer alert day and night.

Mel Blanc's Timepieces Are Pieces of Beauty

Mel Blanc, Hollywood's "Man of 100 Voices," spends a lot of time browsing, and not because he has time on his hands. Mel (hamming a bit in the picture at left) is an antique watch collector, and his regular visits to pawnshops and secondhand stores have enabled him to gather an impressive collection of about 300 old timepieces valued at many thousands of dollars. Because he spends at least four hours a week looking around various shops in cities where he happens to be, close friends are certain that his second hobby is browsing. The "Voice of Bugs Bunny" claims that most antique watches are to be found in New York City, where immigrants sell them in order to have money to live on until they find jobs. How do you know when a watch is antique? Mel says an antique watch is one that's older than granddad's.

Stand-type watch was designed in 1725 by Prozmann-Wien. The base is of single Viennese enamel, and the watch case is of double Viennese enamel. A blackamoor extends from the base to the decorated watch, and a small figure of a child stands atop the watch.

Floral decorations on face of this watch must have made checking the time a pleasant experience in 1725, the date when this Caspar-Wien Viennese model was made. The case of the egg-shaped watch is enameled inside and outside.

Haver Wurft water-wheel watch was much in style around 1712. The balance wheel below the face of the watch is reminiscent of an old mill water wheel. A hand-painted miniature of a woman (painted on ivory) brightens the case of the watch.

In control room prior to test-firing of a Minuteman first-stage rocket engine at Brigham City, Utah, Dr. Ritchey talks with firing engineers. Television screens, computers and other equipment in room are used to obtain information helpful in perfecting rocket engines and solid propellants.

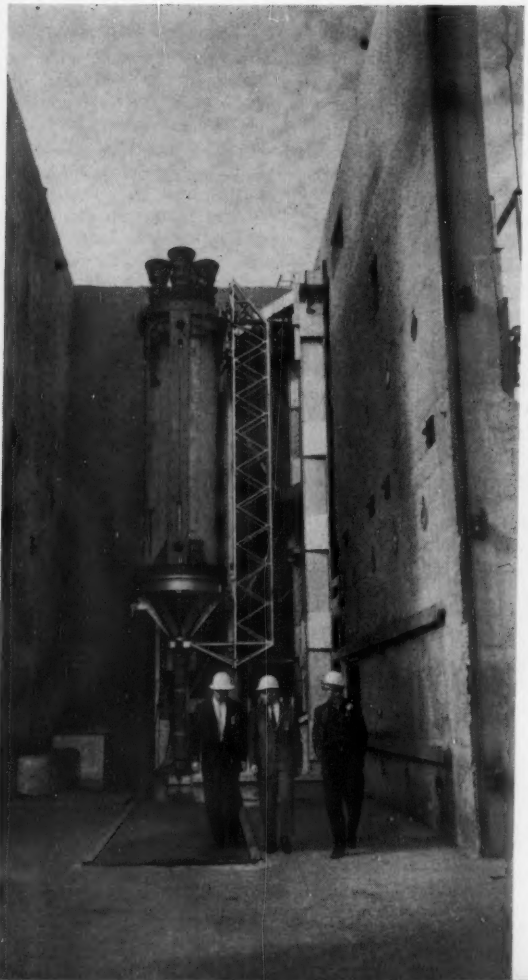
DR. HAROLD RITCHEY—

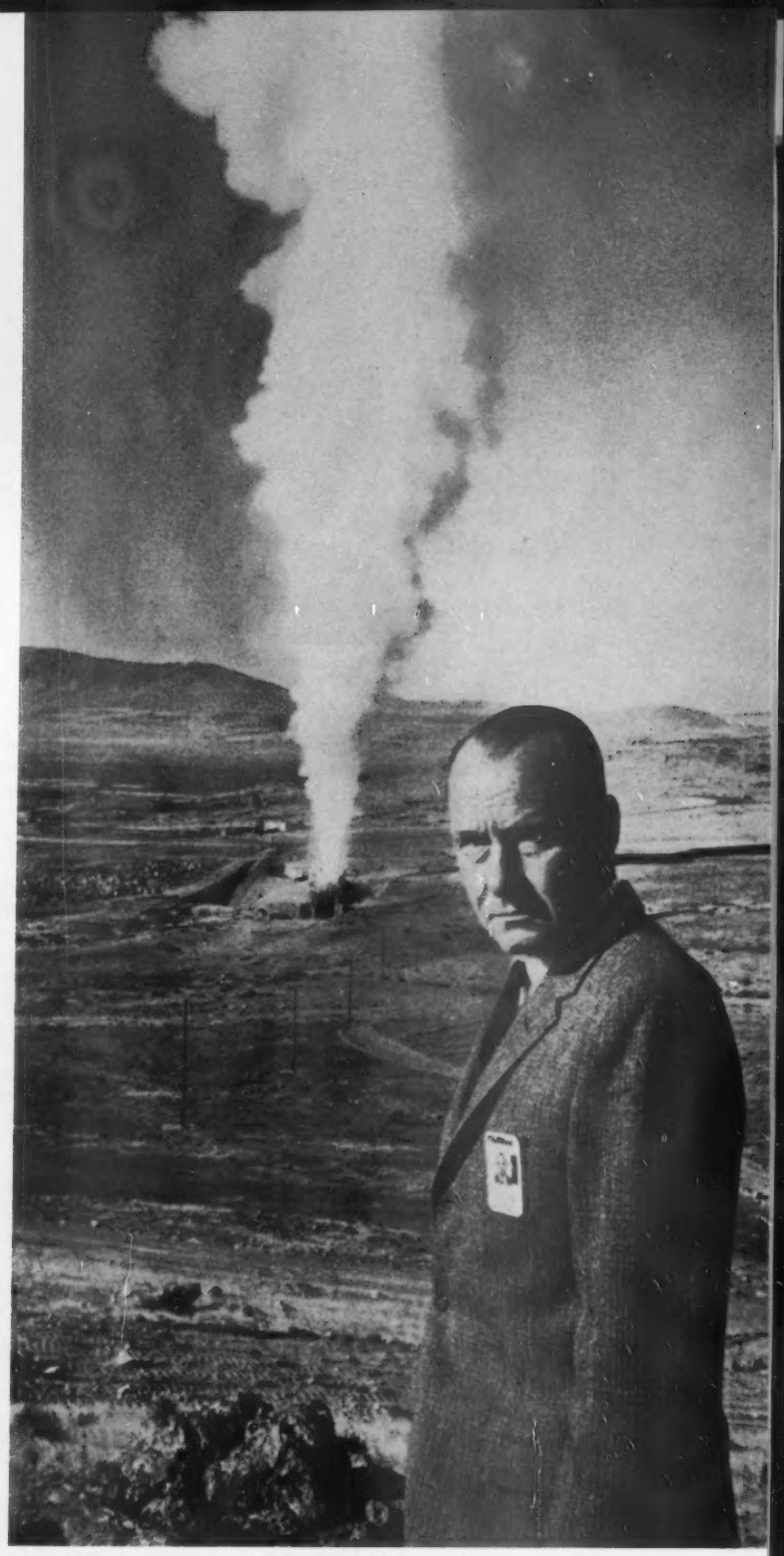
He Puts the "Red Glare"

If writers and officials in the rocket industry were to select an "All-American" team of rocket experts, more than likely Dr. Harold Ritchey, president of the American Rocket Society, would be a unanimous selection—and team captain. He has done more than any other individual to put the U.S. in a favorable position to close the missile gap with Russia. Among his colleagues, Dr. Ritchey, vice-president and director of research and development for Thiokol Chemical Corporation, is known as "the father of solid fuel rocket propellant." This is the fuel that has enabled the U.S. to produce two of the most effective missiles in the world, the Air Force's Minuteman and the Navy's Polaris. Solid fuel will also power our space ships to the moon at some time in the future. Dr. Ritchey did not invent solid fuel propellant, but he and his company developed it to its high state of effectiveness, and Dr. Ritchey "sold" government agencies on the advantages of solid fuel. What are some of the advantages of solid-propellant rockets? They are cheap to build, simple to operate, easy to move, handle, hide and protect! For example, the Air Force is planning to carry the Minuteman on special trains, from which it can be fired within 50 seconds after an alert from any one of thousands of pre-selected rail sites. Other missiles will be fired from underground silos in sparsely populated areas. The Navy's Polaris can be fired by a submarine from almost any part of the world. On pages 12 and 13, Dr. Ritchey discusses the importance of rocketry, and in a personal interview with a FRIENDS representative, he outlines some of the information that will soon be presented in the first "Space Flight Report to the Nation," a straight-from-the-shoulder statement informing Americans of the strong and weak points of our rocket and space program.

Dr. Ritchey and Herbert McQueen (foreground), chief of rocket manufacture, inspect aft section of a Minuteman engine. First stage of rocket extends 40 feet below floor level in an underground silo.

in Rockets





Proof of the rocket engine is in the firing, and Dr. Ritchey, standing a quarter-mile from towering smoke column at firing pad, is pleased with test just completed.

Wearing steel helmets, Dr. Ritchey (center) and two engineers leave a testing pad moments before a test-firing. He is on hand at every major rocket firing, evaluating, inspecting and studying all combinations of factors to insure a dependable rocket. Here, Minuteman engine, poised tail-up on pad, is ready for a full-power "captive" firing in Utah desert testing area.

(Continued)

Holding a stick of solid rocket propellant, Dr. Ritchey illustrates how easily it can be shaped. He says that liquid fuels are obsolete, for they require too many elaborate fittings and special ignition systems.

Dr. Ritchey Discusses

In what areas of rocket propulsion and space exploration are we really behind the Russians?

We are certainly behind in one major area, and that is in the ability to develop the very high thrust of the first-stage booster, to get heavy loads into space. Fundamentally, we are behind the Russians because they can put heavier objects into space. They can do this because they have larger engines. So, we must work aggressively in this area.

Is enough being done to change the situation?

Frankly, I don't think enough is being done to change the picture. Two high-thrust systems for first-stage application, both of them using liquid engines, are under development. Both of these will be quite expensive, and the lead time to have them flying will be relatively long. We should push for a very large solid combustor system, which I feel we can make much less expensively and in a shorter period of time. As far as the upper stages are concerned, we have a fairly aggressive nuclear rocket program, but even this can probably be speeded up. In addition, we have some very good programs for developing upper stages of hydrogen-oxygen fueled rockets. But the real concern is the lower stages, where we need the very high thrusts.

Rocketry will provide the means of exploring space. Why do you feel that space exploration is important?

At this point, there is no economic motivation for going into space. But we have every reason to believe that something worthwhile will come out of these efforts—that man has progressed from being entirely dependent upon his environment to his ability to control his environment by finding out more about the world in which he lives. We've got to find out more about space—it's part of our environment—and the more we find out about our environment in general, and space in particular, the more control we'll have over the situation and the better off we'll be. Much like Columbus, we don't have the slightest idea of what we're going to find when we get there. No one at that time could have predicted that a great nation would grow up on the shores of the land he discovered on his exploratory trip. We're in very much the same situation. We don't know what is there, so how can we predict the value of it?

Other than more powerful engines, what are some of the major problems that must be solved before we can send man into space?

Keeping a man alive and sufficiently alert so that he can accomplish something useful. We have the problems of shielding him against intense radiation, of feeding him and taking care of other body needs. In addition, there is the problem of being able to propel him out into space without subjecting him to too much acceleration—and then, perhaps most difficult of all, the problem of getting him back.

How much of the effort in the military area of rocketry is applicable to space exploration and travel?

I think you could say that 80 per cent of the things done in the military area are applicable to space exploration. However, much work must be done by the National Aeronautics and Space Administration, for the military has no definite mission in space for manned vehicles. We need larger engines than the military does, and we need to study the problems of keeping human beings alive and effective in space. Since the military has no present plans for developing manned space vehicles, it is not concerned with these problems at the moment.

Demonstrating how solid fuel can be handled safely, Dr. Ritchey permits neighbor Mary Scowcroft to hold an ignited fuel stick. He encourages young people to become more interested in rocket research.

With his sons, Stephen and David, Dr. Ritchey enjoys a hike in the mountains near his Ogden, Utah, home. For relaxation, Dr. Ritchey often drives to the base of a mountain, and then takes long walks along the slopes.

the Importance of Rocketry

Do you think it will ever be necessary for us to draft young people for space-science training?

When you talk about drafting, then you are omitting all the basic principles of private enterprise and the law of supply and demand, which underlie and furnish the full foundation of capitalism. The only reason we don't have more engineers is that they can't find good jobs in this field, and other fields are competing for them. For example, a real estate salesman might make more money than a mechanical engineer. If this is generally true, fewer people are going into engineering, and more will be selling real estate. All we have to do to insure ourselves an adequate supply of trained people in this field is to make it economically attractive to them.

Are we moving at full steam in our space program?

We're nowhere near up to full steam yet. We've been gathering a little momentum year by year, and so the space program outlined today is much better than that we had last year. It's certainly better than what we had in mid-1957, because then we didn't have any program. In fact, the people in the military and in government circles were ordered not to spend their efforts on this kind of activity. We are picking up speed, but there's a lot more that we could do.

Do you feel that the moon belongs to the first people who get there?

I think it will belong to the country that has the capability of getting there and colonizing it in significant numbers. It should be a colony which can be supplied and sustained over an indefinite period. We could own the moon within five years, but it would be tremendously costly. We'd have to spend roughly four billion dollars a year over a five-year period. It would be worth every dollar of that amount to keep the Russians from owning it, because our only real hope of stopping ballistic missiles from coming in on this country involves proper conquest of space. If we have the right kinds of things up there, we can stop missiles before they get down on us. In addition to military uses for defense, the moon could serve other purposes. For instance, we could establish sanitariums up there for heart patients. The gravity, which is one-sixth of what we have here, would exert that much less effort on a person to do a particular chore. I also believe that the conquest of space will solve our problem of population explosion, which will have a serious effect on the human race within the next 30 years. We might run out of food and raw materials, and this would lead to a lower standard of living. By conquering space, we can indefinitely delay this situation. So, if we should buy the moon for 20 billion dollars, we would be getting a real bargain.

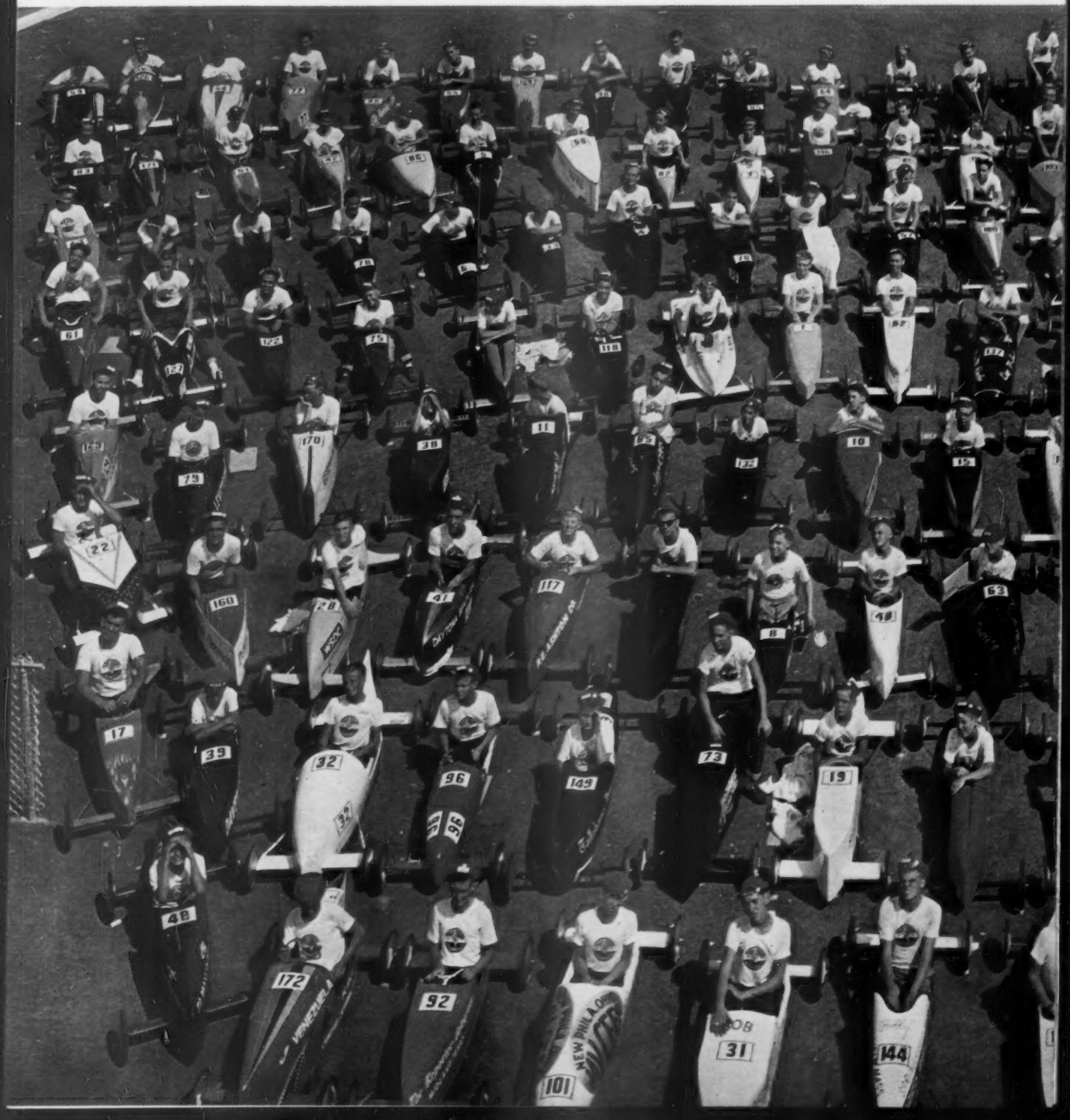
You revealed plans for a space rocket that would leap-frog the Russian effort. What is being done about your proposal?

The whole program of using large, solid fuel engines for first-stage applications is under study at present, and we are also studying nuclear rocket systems for upper-stage applications. I think these are the most recent proposals that have a bearing on what we are talking about. If these studies convince people that this is the direction we should go to develop the very high thrusts, then I should say that this would be the beginning of the leap-frogging plan to develop enough thrust to do something serious in space. With high-thrust systems we can send manned vehicles to the moon or into deep space, such as the nearby planets.

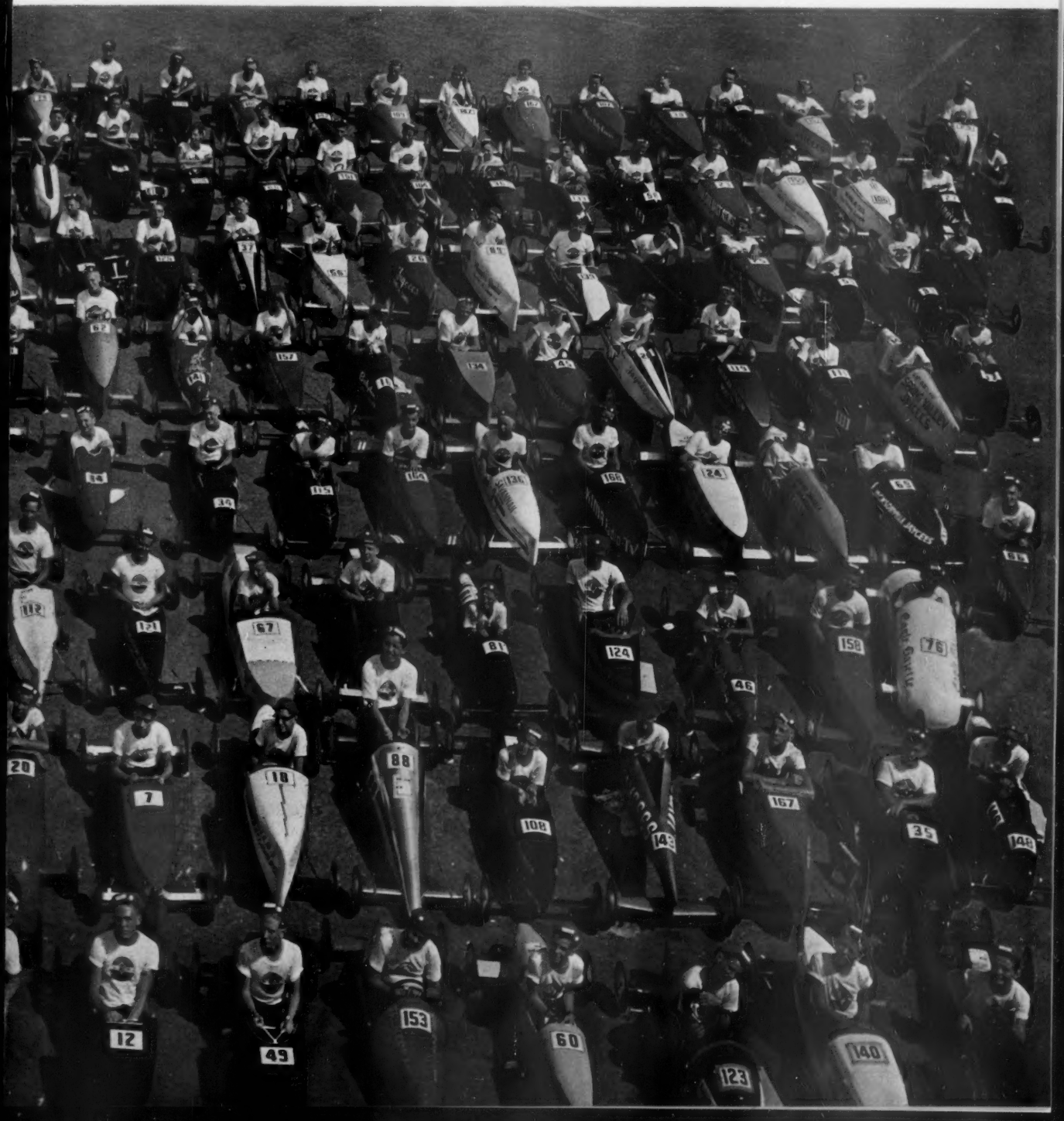
Do you see an immediate application of commercial rocket power?

Commercially, the principal use of rocket power is for propulsion. If you want to go from here to there, it takes propulsion to get you there. But rocket power is too expensive right now for commercial transportation. We can, however, package rocket power in very small containers and use it, for example, in pressurizing oil wells, cutting tubings, etc. We have also discussed the possibility of using rocket power as brakes on automobiles, trucks and trains, and as auxiliary power on airplanes. But it is not economically feasible at this time.

Welcome to the Derby



This summer, more than 160 winners of local Soap Box races held all over the U.S. and in several foreign countries will go to Akron, Ohio, to compete in the 23rd running of the All-American Soap Box Derby, sponsored by Chevrolet in co-sponsorship with newspapers, radio and TV stations, civic groups, fraternal organizations and Chevrolet dealers. On Derby Day—Sunday, August 20—the young champions' hopes will be riding high as they await their turn to race for $15,000 in college scholarships and other awards. Like the former Derby champions shown below, who were pictured from a specially built scaffolding by FRIENDS photographer Joe Clark, this year's contestants will find that competing in the Derby is an unforgettable experience.



Whatever you're like . . . Chevy's

Here are the most useable, liveable, likeable cars that ever came into your life. These new Chevrolets make just about everything you do with a car easier . . . from their easier-to-park new size to their easier-to-pack new luggage compartment. Wider door openings make getting in and out easier. Chevy's Jet-smooth ride makes for easier going. And Chevrolet's wide choice makes it easier than ever to choose just the car you want!

Nobody else has Chevy's knack of making things easy for you and your budget. You can pay a lot more, but you just can't get more luxury and smooth riding comfort than you'll find in those new Impalas. Or—if you want all-out economy with your comfort—the new Biscaynes give you a full measure of Chevy's Body by Fisher roominess at small-car prices. Wagons? There are six to pick from—three 6-passenger and three 9-passenger models. Stop by your dealer's one-stop shopping center and see if he doesn't come up with *exactly* the car you have in mind. . . . Chevrolet Division of General Motors, Detroit 2, Mich.

most likely to have what you want!

Impala 4-Door Sedan

Active and adventurous type?

Impala Convertible

Suntan and babushka type?

Work, save and have fun type?

Biscayne 4-Door Sedan. Big-car comfort at small-car prices!

Impala Sport Coupe—Door openings are over a half-foot wider and entrance height has been raised nearly 2 inches to make getting in and out easier. ***Bel Air Sport Sedan***—The lowest priced 4-door hardtop in Chevrolet's field. Like all '61 Chevies, gives you higher, more comfortable seats—plus generous head room. ***Parkwood 4-Door 9-Passenger Station Wagon***—Its whopping cargo opening is nearly 5 feet across. ***Impala 4-Door Sedan***—Gives you a choice of 24 power teams (biggest selection in the industry). ***Impala Convertible***—That giant new deep-well trunk lets you stack luggage 15% higher, and the loading height has been brought down to bumper level. ***Biscayne 4-Door Sedan***—Why cramp your style with a cut-down car when these Biscaynes sell for the same price?

JET-SMOOTH RIDE

CHEVROLET

'61 CHEVROLET

TO FILM "JACK THE GIANT KILLER," MOVIE-MAKERS USED A

Seagoing Studio

Kerwin Mathews, who has title role in the movie and shares star billing with newcomer Judi Meredith, hurls a villain from bridge of brigantine, specially built amidships of the barge.

One of the strangest looking craft ever to sail from Los Angeles harbor recently put to sea, with almost every foot of deck space crammed with movie-making equipment. The vessel, a converted 210-foot-long rock and gravel barge, was used by movie-makers to film nautical sequences for the movie *Jack the Giant Killer*, an Edward Small production. Designed by production chief Ben Hersh, the floating sound stage held a 90-foot-long copy of an 11th-century British brigantine, its water line built firmly on the deck of the barge, plus smaller sets used for interior shots of the brigantine and portable dressing rooms and quarters for studio wardrobe, make-up, property, carpentry and paint departments. Two huge wind machines, made from airplane engines and mounted on truck bodies, were installed to supply zephyr breezes or hurricane winds as the script demanded. The 93 members of the cast and crew commuted to work each day on a power launch (tied to the barge at top center in picture on opposite page) rented by the studio. As could be expected, the barge attracted hundreds of curious sailors as it lay at anchor off Catalina Island. Movie-makers used a loudspeaker and ship-to-ship radio to keep onlookers out of camera range while the film was shot.

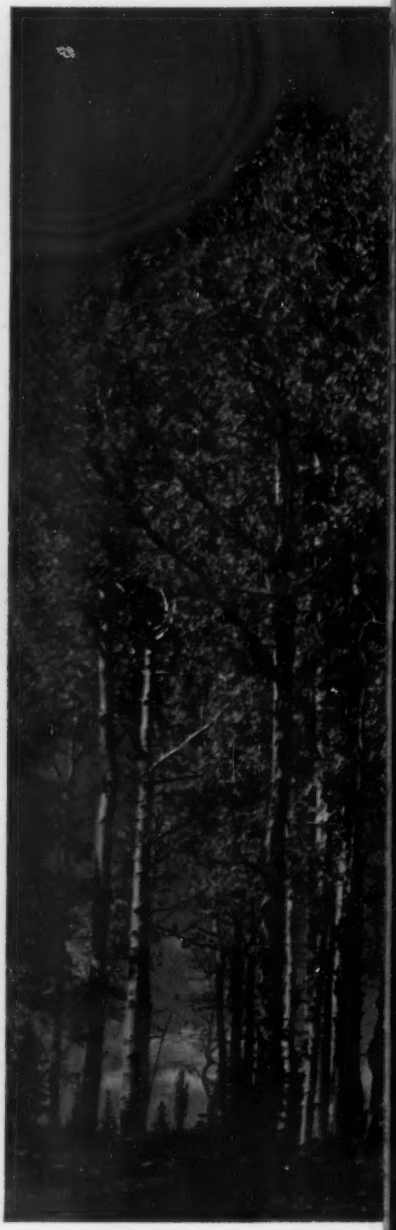
Cast and crew ate hot meals served from a field kitchen which was lashed to the deck of the seagoing studio.

CHEVROLET OWNERS PICTURE HORSES

In and Out of the Corral

Impatient ponies pawed the fence in eagerness to welcome visitor James E. Baker of Deerfield, Illinois, when he took this picture of them.

Relaxed riders rested their mounts at Echo Lake in Oregon and provided this scene for the camera of J. R. Armstrong of nearby Estacada.



Curious grazer interrupted its midday meal to watch Jack G. King of Rocker, Montana, when he took this photograph in a pasture near the historic old gold-mining boom town of Virginia City.

Pastoral pose of grazing herd in the shadow of Colorado's Mount Princeton caught the camera eye of Frank T. Hughes of Midland, Michigan.

Meager meal is the lot of this mare, pictured with its colt in Arizona's Canyon de Chelly by Ralph Breckenridge of Peoria, Illinois.

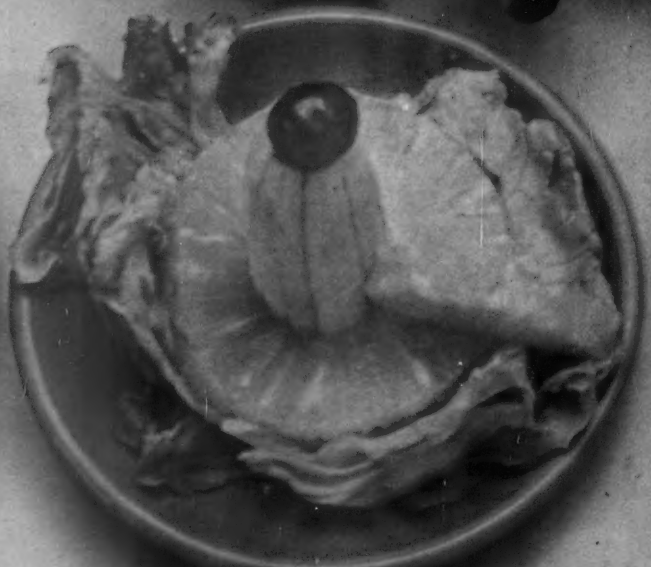
In the field of transportation, horses lost their jobs to automobiles long ago, but they will probably never lose their many roles in the world of sports or their unchallenged place in the history and lore of the West. What's more, these equine portraits and studies by Chevrolet owners suggest that horses are not losing favor among camera fans either. If you own a Chevrolet and wish to submit pictures for publication in FRIENDS, please see page 31 for details.

Favorite friend of the photographer's children is this spirited mare, which camera fan L. C. Zanzola and his family often visit at a farm close to their home in Richmond, Virginia.

Traditional team of cowboy and his horse, scouting for strays in mountain pastures near Durango, Colorado, were caught in this classic western pose by the camera of Cletis B. Reaves of El Paso, Texas.

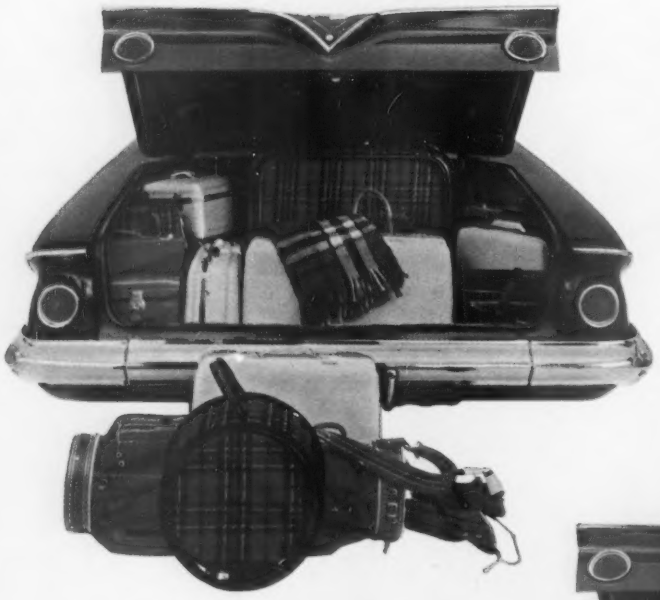
The Versatile Banana

Packed in its own handy, easily-zipped-off container, this golden tropical fruit can be served at any time of day, from breakfast through dinner, as the dishes shown here—a few of dozens of recipes using bananas—suggest. Bananas sliced and served with cream make a good way to start the day. For lunch, a banana salad will make a hit with youngsters. Just place a banana "candle" on a base of lettuce and a slice of pineapple, with a maraschino cherry for the "flame." For a mid-afternoon snack, an old-fashioned banana split will fill the hungriest. Lay out two halves of a banana, add two scoops of ice cream, put chocolate sauce on one and chopped pineapple on the other, then a big helping of whipped cream topped with a red cherry. For a dinner dish, try baking, broiling or frying bananas in butter (choose fruit that is fairly firm). Sprinkle the hot bananas with brown sugar before serving. The pie pictured is called Banana Jubilee. In a pie shell, spread a thin layer of a mixture made of an eight-ounce cake of cream cheese, two tablespoons milk, ¼ cup sugar and ⅛ teaspoon nutmeg. Then mix one box of raspberry gelatin with 1½ cups boiling water and ½ cup cranberry juice. When this starts to harden, slice in three bananas and pour into the shell. Finish with an edging of whipped cream.



One of the nice things about owning a Chevy is that whopping-big trunk you get under the deck lid. All you need to do is follow a few easy rules, and you can bring on board just about anything you want. Vacation luggage for the entire family, golf bag, fishing gear—you name it. Chevy can take it!

The most important rule to remember is PLAN AHEAD RIGHT FROM THE START. First, place on the ground outside the trunk everything you want to take with you. Arrange large-sized, smaller sized and odd-sized objects in separate groups. Then pack the big regular-shaped pieces snugly against the walls of the trunk. Heavy odd-sized gear should be placed flat on the floor and covered with an old blanket or rug to protect the rest of the cargo. Next come the smaller sized things that can be fitted into the open areas between the larger pieces. Be sure your overnight luggage is placed where it can be easily removed. Garment bags should be stowed away last so they can be laid flat as possible on top of everything else. (Some people use a man's raincoat in place of a garment bag.) When everything is packed away, close the trunk lid carefully to see that nothing gets crushed. By following these few basic rules, you'll be able to get a lot more into your Chevy trunk . . . in less time and with a lot less effort. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.



Even with Chevy's giant-sized trunk, you might have to leave some luggage behind if you load helter-skelter without planning ahead.

You <u>can</u> take it with you when you

KNOW HOW!

This is the way the same Chevy trunk looks when properly packed to take full advantage of the usable space. Everything goes, including the golf bag!

There's Room to Roam at a Country School

Old red brick Frains Lake School, built in 1872, has seen many generations of children come and go. The school is in Michigan's Washtenaw County, on a highway a few miles east of Ann Arbor.

Many people think of the one-room rural school as a thing of the past. While a great many of the little old red schoolhouses have given way to large consolidated schools, there are still more than 23,000 one-teacher schools in the U.S. The big central schools offer such benefits as modern facilities and specialist teachers, but the one-room school has its own old-fashioned advantages. One of them is the opportunity for youngsters to explore and enjoy the countryside around them —as the children pictured here and on the next two pages are doing on a fine spring day. They are students at the Frains Lake School in southeastern Michigan—18 boys and girls in the fourth, fifth and sixth grades, plus six kindergartners who attend half days. (First, second and third graders go to classes in a private home nearby.) The entire teaching staff is Mrs. Isabel Taylor, who says that she likes the one-room school best of all the assignments in her 14 years of teaching experience. A rewarding and enjoyable part of her work is the time she spends with her young charges outside the classroom, on picnics and nature walks.

(Continued)

On combined picnic and nature hike, hungry youngsters straddle log in clearing in woods near school to open lunch boxes—and sometimes swap sandwiches or fruit. (The owner of the land gladly grants permission to the teacher for such "conducted tours" of his property.)

Around a one-room country school there's almost always plenty of room for outdoor play, and usually there's a woods nearby for children to explore, under teacher's guidance—with wildflowers to gather, creeks to poke sticks into, logs and stumps to jump on and off, birds and squirrels to watch and lots of interesting bugs to collect

Lilac bush on school ground is the older girls' "little house," their special place to trade gossip and secrets. Once in a while they allow some of the little girls to join them.

Umbrella of big May apple leaves is invented by kindergartners. (All the children wear rough clothes for their woods excursions.)

Old-time game of Red Rover is a favorite. Youngsters choose up sides, then one team chants, "Red Rover, Red Rover, we're sending Tommy (or whoever) over!" The boy rushes to the opposite line, trying to break through. (Naturally, he heads for the smallest children.) If he's successful, he takes one member of the team back to his line; if not, he must stay. Each side tries to get all the players. (If the children fall down—and they do—they're not likely to get hurt, for the ground is not hard or paved, as at most city schools.)

Roadside pool is place to find pollywogs. Children gather specimens in tin can for classroom study. (Teacher Taylor is in center, holding flowers.)

Fascinating little frog is closely examined by boys, who explore ant hills and fungus growths for small wildlife that makes the girls squeal in horror.

Bouquets of trillium, violets and May apple are among trophies of hike, to decorate schoolroom and use for nature study.

The redbud decorates the landscape with pink sprays before other trees offer more than a hint of leaves. In early spring its delicate blossoms are closely clustered around the branches.

Tulip trees enter the floral parade with their large, orange and yellow, tulip-like flowers.

A black birch adorned with its graceful, gently swaying catkins is a beautiful sight.

The wild crab apple tree brightens many a roadside thicket with its pale pink flowers.

Miniature red blossoms form colorful tufts on the red maple in spring, before the leaves appear.

The male pine flower is not as delicate or as flamboyant as some of the other tree flowers, but its rugged beauty adds dignity to springtime.

White flower clusters that bedeck black locust trees every spring are appealing to viewers, as well as to bees —which greatly enjoy locust honey.

THEY'RE COLORFUL, BUT OFTEN HARD TO FIND—

Tree Flowers

For a brief period every spring, trees become delightful overhead flower gardens, and if you've never paid special attention to the flowering trees on your travels, you've missed a wonderful treat. Most people are familiar with the entrancing beauty and fragrance of cherry, apple and magnolia blossoms, which are featured in poetry and song. But FRIENDS photographer E. S. (Ned) Smith noticed, while taking a hike in the countryside near his home at Halifax, Pennsylvania, that many other trees produce flowers just as colorful as their better-known counterparts. An array of deep-in-the-woods tree blossoms is pictured here.

The pawpaw also participates in nature's springtime floral presentation. This odd little tree displays a waxy-looking flower for a hiker's viewing pleasure.

This Robin's Chicken

"But Dad, there must be more to flying than just flapping my itty-bitty wings."

It takes a lot of raw courage to make the grade as "Robin, pilot class." Once in a while, however, a bird comes along that doesn't have it when the chips are down (like the nest-bound fledgling pictured here, without whose help this story couldn't be told)

"Stand by, below—this robin's fixing to give flying a whirl."

"Believe me, Dad, I am trying—I flap and I flap, but nothing seems to happen."

"Oh, why was I born to be a bird? Why couldn't I have been a cow? They don't seem to do much flying."

HOBBIES

Steam engines fascinate Lawrence E. Hafer of Aurora, Nebraska, and so he built a model of a 1906 traction engine that travels under its own power. It is eight feet long, four feet high, and develops five horsepower with 100 pounds of steam. Hafer also has a 1909 Stanley steam car engine and a steam peanut roaster.

More than 400 pitchers fill the shelves on a kitchen wall in the Boyce, Louisiana, home of Mrs. Helen Morrow. A schoolteacher, Mrs. Morrow has been collecting pitchers "seriously" since 1934. Many were given to her by students. Her containers are from the U.S., Canada, Mexico, Europe and the Orient.

PHOTOGRAPHS NOT OTHERWISE CREDITED

2, Mrs. Leon Passino *(top)*; Joe Clark *(left, center)*; Carroll Seghers II *(bottom)*. 3, Lou Jacobs, Jr. *(top)*; Cle Clark *(center)*; Mrs. Eugene M. Lane *(bottom, right)*. 4-5, W. B. Hinchcliffe. 6-7, Joe Clark. 8-9, Russ Halford. 10-11-12-13, Arthur Schatz—Photography U.S.A. 16-19, Phil Stern—Globe. 22-23, Bob Smallman. 25-26-27, Bernice Clark. 30, Henry E. Bradshaw.

ANSWERS TO GOLF RULES INQUIRY

(1) b. Two strokes for each hole in violation.
(2) c. Player receives no penalty for repairing damage to green.
(3) b. Player takes two strokes and plays ball as it lies.
(4) c. Player is not penalized and he plays his shot as it lies.
(5) c. The player continues the game without penalty.
(6) a. Golfer takes two-stroke penalty for removing impediment.
(7) a. For tamping down sand, player adds two strokes to his score.
(8) b. Player dropping ball incorrectly is penalized one stroke.

A NOTE TO TRAVELERS

Vacationists who plan to visit the plantation homes of Louisiana this summer are advised that Greenwood, one of the beautiful mansions pictured in the April issue of FRIENDS, was destroyed by fire late last year. The home was near St. Francisville.

A mare and her bright-eyed colt, basking in the warming spring sun on a ranch near Butte, Montana, were photographed for our cover this month by Jay Hirschman.

INSTRUCTIONS FOR SUBMITTING PHOTOGRAPHS TO "FRIENDS"

FRIENDS pays $25.00 to every Chevrolet owner who submits a photograph that is published on the owners' pages; $10.00 to each Chevrolet owner whose hobby is pictured on the hobby page. Photographs for these pages must be submitted by the Chevrolet owner himself. On black and white pictures, send prints—not negatives. On color photographs, send only color transparencies. (Do not submit slides in glass mounts.) All photographs not accepted for publication will be returned immediately. All black and white photographs accepted become the property of the Ceco Publishing Company, with exclusive rights to their reproduction. All color transparencies accepted will be returned after publication. Wrap the pictures carefully, so they will not crack or bend, and enclose a short letter describing the scenes pictured; on hobby photographs, give full details about the hobby. Mail pictures to the Editor, FRIENDS Magazine, 3-135 General Motors Building, Detroit 2, Michigan. FRIENDS assumes no responsibility for black and white prints or color transparencies lost in transit.

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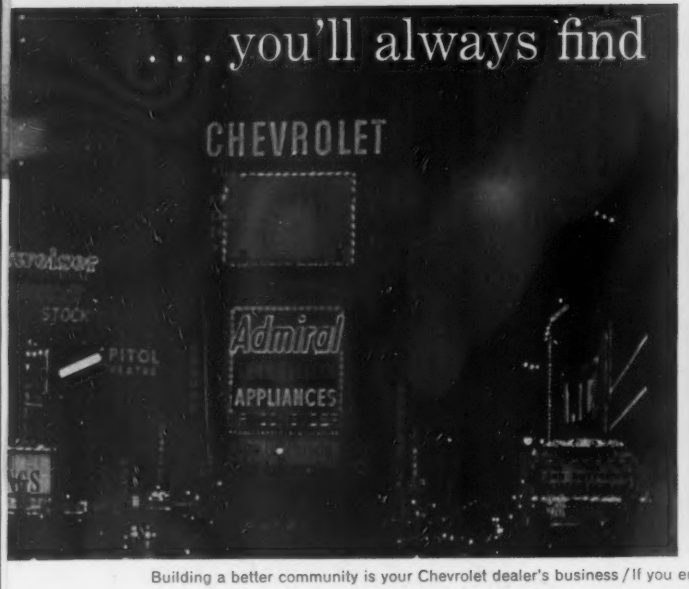

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